


(Continued on Page Six.)



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DR. HART-
MA N. 113
Government
street. In-
ventor of an
apparatus for
clef t palate
and Im-
proved plates.

Are you looking for work? A
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Colonist will help you.

UNMATCHED POULTRY.

Received a shipment of the finest b
Chickens in the country. Come and
them before they are sold.

E. M. NODEK

12 Store Street.
Dealer in Poultry and Supplies.

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AGENTS FOR

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GREEN RIVER HOT SPRINGS

WASHINGTON

Two and a half hours from Seattle Tacoma, on main line of N. P. rail. Special 1-3-4 round trip fare from Victoria. The most perfectly appointed health pleasure resort in the entire west. A modern building, steam heated electric lighted throughout. Splendid natural medicinal waters; perfect bathing. Skilled attendants in every department offering to those suffering from rheumatism, gout, neuralgia, disorders of the digestive and nervous systems, or to those in need of change and rest. A means of relief not elsewhere obtainable. Testimonials of prominent local and foreign physicians; direct use of waters and without charge.

Write for circulars, etc. Rates \$12.50 weekly. Splendid winter resort.

J. S. KLOEBER, M.D.

86 Government St., next Bank of Montreal

Co., Limited.

(Continued on Page Six.)

A Ring For Christmas

What is a sparkling reminder of what is to be seen in our jewelry assortment. We shine by our diamonds and our unexcelled reputation for reliability. With us appearances are never deceptive. Fashion smiles approvingly on our bright array of novelties. One glance betrays another, and seeing provokes admiration. No long prices, only short prices here.

J. WENGER,
Jeweler, 90 Government St.
(Opposite Trousseau Ave.)

Blue Ribbon Tea will always be served free at the Victoria Fair. Meanwhile you might as well be drinking it at home. Ask for White Label. All Grocers.

Matteawan May Be Lost

Wreckage Bearing the Name of the Overdue Collier Has Been Found.

Indians Pick Up Wreckage at Neah Bay—Tyee's Salvage Prize.

It is feared that the steam collier Matteawan is to be added to the list of the vessels lost during the recent gales, for wreckage bearing the name of the overdue collier has been washed ashore at Ozette, on the Washington coast, 14 miles south of Cape Flattery. The find was made a week ago by Neah Bay Indians, who went to the United States government weather observer at Neah Bay and reported their find. The observer reported the finding of the wreckage to Capt. Grant and other tug boat men and this information has also been telegraphed to James Jerome at San Francisco, managing-owner of the Matteawan. Arrivals from Neah Bay on the steamer Alice Gertrude tell of the finding of a complete medicine chest and several water and fire buckets, also a board, and on the greater part of the wreckage the name "Matteawan" is plainly painted. The discovery of the wreckage has caused many local shipping men to feel concerned that the overdue steamer has been lost during the recent gales, and has foundered with all on board.

The Matteawan sailed from Nanaimo with Capt. C. W. C. on the 12th of December 2, and sailed out past here the same night. The following day the heavy southeast storm which caused so much damage to shipping was raging off the coast, and it is believed that she was lost during this storm. She carried a heavy cargo of 4,550 tons of coal from Nanaimo. She was reinsured at 20 per cent. at San Francisco before the discovery of the wreckage, and reinsurance is likely to be advanced quickly.

Another vessel which suffered during the storm was the ship Lufkin, which loaded a cargo of coal for San Francisco at Ladysmith, and sailed from the Royal Roads for Kihai on November 24. She has been sighted off the Golden Gate dismasted.

A special despatch from Nanaimo to the Colonist states that the Matteawan left here loaded with coal on December 2, and it was noted that she carried a heavy cargo. Captain Cresswell, however, thought her perfectly safe, saying she could not be lost. Anxiety was felt here for her upon the storm springing up the next night.

A despatch dated on Wednesday from San Francisco, says: The force of the northern gales was felt by the American ship William H. Smith, Capt. Cully, which came into port today, 27 days from Tacoma, with a cargo of coal. The Smith passed out of the Straits of Juan de Fuca on November 15, and came ashore after clearing Capt. Flattery was set upon by a great gale and battering waves. For nearly three weeks, or until December 5, says Capt. Cully, there was nothing but a steady sea. On December 3, during a terrific gale, a heavy sea boarded the vessel, staying in the bulwarks and one of the boats, smashing the companionway houses and flooding the deck. The ship was then in the height of the storm the cargo shifted, but in spite of the pounding and boarding seas the good ship withstood the tempest. On the morning of December 4, Capt. Cully saw a ship with the head of her foremast and main top-gallant mast gone. The Smith went close to the unknown vessel, when Capt. Cully could see the crew repairing the damage that had been inflicted.

NOTICE TO MARINERS.

New Aids to Navigation Established by Department of Marine.

A large steel can buoy surmounted by a lattice-work drum has been established by the government of Canada as a fairway buoy off the east entrance to Port Alberni, Strait of Georgia, east of Vancouver Island. Lat. N. 49 degrees 1 minute and 42 seconds; Long. W. 123 degrees 34 minutes, 40 seconds. The buoy will be painted white and black in vertical stripes, and is moored in 22 fathoms of water on the following angles: Tongue point, 0 degrees, 0 minutes; Race point, 47 degrees, 10 minutes; Native point, 31 degrees, 10 minutes; and S. W. tangent, Cape Islet, 25 degrees, 0 minutes. From the buoy, Race point and the next point southward of Race point are in line; and Native point and the point eastward of Native point are in line.

The black can buoy moored off the south end of Canoe Islet reef has been withdrawn. A spar buoy, pointed black, has been established by the government of Canada on the northern edge of Bonanza rock, west entrance of Port Alberni. The buoy is moored in four fathoms of water. Lat. N. 49 degrees, 0 minutes, 51 seconds; Long. W. 123 degrees, 35 minutes, 27 seconds. The

HEADQUARTERS FOR HOLIDAY CANDY.

3 LBS. NEW RAISINS FOR..... 25c
3 LBS. NEW FIGS FOR..... 25c
3 LBS. NEW CURRANTS, Cleaned, for..... 25c

New Lemon and Orange Peels, per lb. 15c.
New Citron Peels, per lb. 20c.
New Shelled Almonds, per lb. 20c.
Mixed Candy, per lb. 10c, 12c, 15c.
Mixed Nuts, fresh, 20c. lb or 2 lbs. for 35c.
New Flake Flour..... \$1.00
Van. G. Sugar..... \$1.00

HARDRESS CLARKE, 86 Douglas St., Victoria

of the Pinnore's condition, and the Tyee arrived just in time. When she reached Port Angeles on Wednesday with the bark, Capt. Bolling wired to the tugboat company as follows: "Have four-masted bark Pinnore in tow. She is nearly on her beam ends. No fresh water, and some water in her. She cannot lay at a wharf. Buoy would be best. I have two men on board of her. Better get two good watchmen or more. Advise me when to take her." He was instructed to take her to the Quartermaster harbor, and arrived there on Wednesday night. She is a fine vessel and is without doubt one of the greatest salvage prizes that has been brought in to the Sound.

Capt. Jamieson and the survivors of the Pinnore have arrived at Portland. Interviewed there, the captain said: "We expected to go down every minute. The starboard side was awash and the list was about 45 degrees. The only way the crew could walk from one end of the ship to the other was by crawling along the port rail of the vessel. We could do nothing with her. She was anchored two miles from shore in four-fathom waters of water. We could not run to the beach for fear of going ashore. Besides it looked as if the shifting list would capsize her. We held to her until we thought ourselves in the very jaws of death. Then we embarked in the two boats and were tossed about for 16 hours in the open sea. The last word we were cast ashore."

Capt. Jamieson of the Balladulish, was with Capt. Jamieson in the Pinnore. He says this is Capt. Jamieson's first trip as master, and it has been an unbroken one. The Pinnore was dismasted in the English Channel after leaving Cardiff for Santa Rosa and on her way to Port Angeles.

The steamship transportation men of Seattle will form an association next week, the purposes of which are to maintain a common ground whereon the affairs and differences of the interested companies may be discussed, if possible, settled, and for the protection of the mutual interests of the steamship owners. As outlined by some of the leading men, the movement is also to facilitate the ship owner and operator in the effort to secure and retain employees.

The organization has been styled the Puget Sound Steamship Owners' Association. It purposes to go farther than the name implies, taking in every steam vessel operating in the waters of the Puget Sound, north and west, and north again through Behring sea in to the Arctic as far as navigation is possible. The association is to have a regular set of officers, including a general manager and secretary, both of whom will devote their full time and attention to the service of the organization. These men, especially the general manager, are to be given, it is said, such salaries as will command for the positions the very best ability in their respective lines. The following officers have been represented in the meetings held to date: Pacific Coast Steamship company, Alaska Steamship company, Frank Waterhouse & Co., Pacific Clipper line, Pacific Packing & Navigation company, North American Transportation & Trading company, Thompson Steamship company, Comer Trading & Transportation company. Other well known concerns have, it is said, signified their intention to affiliate with the association.

QUEEN CITY RETURNS.

R. E. Smith the Victim of Serious Accident at Clayoquot.

Steamer Queen City arrived from the West Coast yesterday afternoon after a rough trip. She was obliged to tie up on several occasions. Included among her passengers from the coast was the victim of a serious accident at Clayoquot, R. E. Smith, who fell from the wharf at the coast port and his head on the jagged rock 12 feet below. His skull was fractured and his head was badly cut and bruised. He was attended by Dr. Service and Mrs. Service, the latter a trained nurse, of Clayoquot, who came down on the Queen City with the wounded man. Mr. Smith, in company with Mr. R. Richardson, went to Clayoquot to acquire the store of Stockham and Dawley, and they had just finished taking stock when Mr. Smith stepped out on the wharf. It was dark and he was unaware that the store was on the wharf. Putting one foot back he overbalanced himself, and turning, fell head first on the jagged rock 12 feet below. He was suffering great agony when picked up and carried to the wharf for medical treatment. On arrival here yesterday afternoon he was taken to the Jubilee hospital, where he is lying in a serious condition. Mrs. Service will leave here shortly on a trip to the East.

The store of Mr. McKenzie, at Dodger's Cove, has been sold to Messrs. Harvey and Dodge Waters, two prospectors. When the steamer was leaving Uclulet Messrs. Sutton and Graham, of the Wreck Bay black sand mines, returned from a prospecting trip. The mine at Dodger's Cove is a large area. It is not known what success they had.

H. C. Brewster, wife and family were passengers from Clayoquot, and Dr. Marshall was a passenger from Sidney.

The steamer's officers heard no reports of wreckage or of vessels in distress on the coast.

DELAYED MAILS.
Under System of Distributing Mails at Vancouver Victoria Letters Are Delayed.

Steamer Tees reached port yesterday morning about 9 o'clock, but it was not until some 12 hours afterwards that the mail brought by her from the North reached the post office, and it is not until this morning that the general delivery carried the letters to citizens, other than those who have post office boxes, in which the letters were placed last. This regrettable state of affairs is the result of a change instituted some time ago. The British Columbia coast is divided at Vancouver, and the steamer has to put her Victoria mails ashore at Vancouver, no matter whether she will reach this city before the mails can arrive. The mails must be brought over by the steamer Charnier, and yesterday this meant a delay of 12 hours—a last day practically to merchants who are in the habit of receiving orders from Northern ports.

Instances where the Northern steamer does not remain long in port for the delay of the mails by reason of their being landed at Vancouver involves hardship to local merchants. The steamer usually brings the orders from the Northern ports, and the mails are shipped on the return trip, and if the Tees had been delayed and was to sail again tonight, the merchants would have only today to get their shipments ready, while their competitors in Vancouver would have three days. One of the delays at Victoria. Often the mails are forwarded to Victoria without delay on the Charnier, which arrives on the same day as the Northern steamer, but when, as in this instance, the steamer from the North reaches Vancouver after the Charnier has left, it is absurd to have to leave her mails at Vancouver and come on without them, leaving the mail to be brought 12 or more hours later by the Charnier.

The Tees brought news that heavy tides have caused much damage in the

THE TASTE OF "APENTA"

is preferable to that of other Purgative Waters. More gentle in action. Does not cause crampy pains.

THE HOSPITALS OF EUROPE AND THE UNITED STATES use Apenta regularly. It is recommended by the leading Physicians of the World.

The Name of the APOLLINARIS CO., Ltd., London, on the label is a guarantee of uniformity and superiority.

NOTICE

Men's Silk Fleece Underwear at..... \$1.60
Men's Silk Fleece Underwear at..... 1.75
Men's Wool Lined Gloves, from \$1.00 to..... 3.50
Men's Scotch Wool Underwear, double breasted and double sent at..... 1.75
Just received a fine line of fur lined Gloves at \$2.50 and \$3.50; a good present to send East.

PHILLIPS, HATTER AND FURNISHER, VICTORIA

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA
Sold Throughout the World.
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

WIDE OPEN

OUR NEW STOCK OF WRAPPING PAPER AND PAPER BAGS

Has arrived and we are now ready to fill all orders promptly and at rates that will command the interest of all.

OUR PRESSES are now ready to print Paper Bags, Etc., at Eastern Rates.

THE COLONIST

PAPER WAREHOUSE, 29 BROAD STREET

TICKET OF LEAVE SYSTEM.

It Has Been Found to Work Well in Canada.

During the year ended 30th September, 1901, three sentences of death were commuted to imprisonment for life in Canada. Two of the sentenced were from Dawson City, Yukon Territory, and one from British Columbia.

There were 320 criminal cases in which the prerogative of mercy was exercised during the year. The form in which the royal clemency was chiefly shown was (1) by means of the ticket of leave system, introduced into our penitentiaries of criminals, and (2) by the application of the plan to persons imprisoned in any jail or public prison; (2) by pardon in the ordinary way.

Of the 320 persons receiving executive clemency, 135 were penitentiary convicts and 185 were released conditionally by means of tickets of leave, and of the 167 penitentiaries supplied 104, leaving 63 of the welcome tickets of leave distributed among the inmates of the gaols, etc., of the Dominion.

The 135 subjects for clemency were distributed as under:
St. Vincent de Paul Penitentiary..... 43
Kingsford..... 37
1887..... 150
1893..... 150
1898..... 246
1900..... 206
1901..... 220

The remaining 65 tickets of leave were distributed among the inmates of common jails and reformatories, leaving 122 of these tickets of leave distributed among the inmates of the gaols, etc., of the Dominion. To the end of September, 1901, there had been 44 tickets of leave all granted, the first having been given on November 24th, 1890, 124 from that date to 30th September, 1900, and 320 to September, 1901.

In all, four of these 44 have been forfeited, 1 cancelled, 1 granted for a few days to enable a prisoner to see his dying mother, and 1 refused by the prisoner, who was in a reformatory for the last of the three years of his sentence.

Of the 167 who received tickets of leave, 72 had been imprisoned for larceny, 12 for breaking and entering houses, 6 for horse stealing, 2 for rape, 4 for arson, 4 for wounding, 2 for manslaughter, 4 for forgery, 4 for keeping disorderly houses, 4 for receiving stolen goods, 2 for incest, 2 for larceny, 7 for burglary, 7 for assault, 2 for indecent assault. The other cases may be distributed in the proportion of one to each of the remaining 10 crimes represented.

Of the total of 56 kinds of crime with which the criminal statistics of Canada deal, 35 had representatives among those to whom the clemency of the Crown was extended during the year ended 30th September, 1901.

Previous year's statistics show that the prerogative of mercy was employed as follows:

1890..... 145
1897..... 167
1898..... 150
1899..... 246
1900..... 206
1901..... 220

It seems that the ticket of leave system has worked well both in respect to the convicts in penitentiaries and to the prisoners in common jails.

THE WHITE PASS & YUKON ROUTE

Through Line From Skagway to Atlin, White Horse Big Salmon, Dawson and Yukon River Points.
During the open season of navigation on the Yukon River, which extends from the middle of May to the middle of October, the British Yukon Navigation Co.'s river steamers connect directly with the trains at White Horse, giving daily service to Stewart River, Dawson, etc.
Special steamer makes regular runs from White Horse to Hootalliqua and Big Salmon mines.
Connections made at Dawson for all Lower Yukon river points, including St. Michaels and Nome.
Through connections made at Caribou with the Company's Lake steamers for Atlin, Taku and Golden Gate mining camps.

WINTER ROUTE SERVICE—During the Winter Season when Navigation is closed, Daily Trains will continue running between Skagway and White Horse.

A Through Mail, Passenger and Freight Service will be maintained by a thoroughly equipped Stage Line between White Horse and Dawson, with comfortable Road Houses at convenient points en route.

Through mail, express and freight service will also be maintained to Atlin.

J. H. GREER, Commercial Agent, 100 Government St., Victoria
A. B. NEWELL, and General Manager, Seattle, Wash., and Skagway, Alaska.
J. FRANCIS LEE, Traffic Manager.

CANADIAN PACIFIC NAVIGATION CO., LTD.

TIME TABLE.
Effective October 15th, 1901.
ALASKA ROUTE.

For Skagway direct, steamship Amur, Connecting with White Pass & Yukon route.
Leave Victoria Dec. 10th and 25th, at 11 p. m., and Vancouver the following day.
VICTORIA-VANCOUVER ROUTE.
S. S. Charnier leaves Victoria daily 1 a. m. Leaves Vancouver daily at 1:15 p. m.
NORTHERN B. C. COAST ROUTE.
S. S. Tees leaves Victoria 11 p. m., 1st and 15th of month. Leaves Vancouver 2 p. m., 2nd and 16th of month.
For Alert Bay, Fort Rupert, Rivers Inlet, Naas, Bella Bella, Chetlat, Looe Inlet, Skeena River, Metlakatla and Port Simpson, Naas River and Intermediate ports, calling at Bella Bella and Skidegate once a month.

VICTORIA-NEW WESTMINSTER ROUTE.
Str. Princess Louise.
Leave Victoria Tuesdays and Fridays at 7 a. m.
Leave New Westminster Wednesdays and Saturdays 7 a. m.
Calling at Mayne, Stevenson and Guichon.
NEW WESTMINSTER-CHILLIWACK ROUTE.
Steamer Chivalier.
Leave New Westminster Mondays, Wednesdays and Fridays at 8 a. m.
Leave Chilliwack Tuesdays, Thursdays and Saturdays 8 a. m., calling at Fraser River landings between New Westminster and Chilliwack.

NEW WESTMINSTER-STEVENSON ROUTE.
Steamer Ribbet.
Leave New Westminster 2 p. m., daily, except Sunday.
Leave Stevenson, Monday, Tuesday, Wednesday, Thursday, 7 a. m., Friday 6 a. m., Saturday, 8 p. m., calling at Fraser River landings between New Westminster and Stevenson.

WEST COAST ROUTE.
Steamer Queen City.
Leave Victoria 1st, 10th and 20th day of month, for Port Renfrew, Carmanah, Clatsop, Doggers Cove, Ecole, Alberni, Sechart, Uclulet, Clayoquot and Ahousat, for Cape Scott and Intermediate ports on 20th day of each month.

This company reserves the right to change this time table at any time without notice.
For particulars as to time, rates, etc., apply to nearest agent or
J. W. TROUP, Manager, Victoria, B.C.
E. J. COYLE, Asst. Gen. Pass. Agt., Victoria, B.C.
H. H. ABBOTT, General Agent, Victoria.

MAJESTIC
Speed, 10 knots.
NORTH BOUND.
Leave Seattle..... 9:30 a. m.
Leave Port Townsend..... 12:30 p. m.
Arrive Victoria..... 3:30 p. m.
Daily Except Sunday.

SOUTH BOUND.
Leave Victoria..... 8:00 p. m.
Leave Port Townsend..... 11:00 p. m.
Arrive Seattle..... 2:00 a. m.
Daily Except Sunday.
DODWELL & CO., LTD., Agents, Tel. 680, 61 Government St.

CANADIAN PACIFIC
And Soo Pacific Line
World's Scenic Route

LOWEST RATES, BEST SERVICE
To all points in Canada and the United States.
THE FASTEST AND BEST EQUIPPED TRAIN CROSSING THE CONTINENT.
SAILINGS FOR JAPAN AND CHINA.
TARTAR..... DEC. 16
EMPRESS OF INDIA..... DEC. 30
ATHENIAN..... JAN. 13
EMPRESS OF JAPAN..... JAN. 27
EMPRESS OF CHINA..... FEB. 24
SAILINGS FROM HONOLULU AND AUSTRALIA.
MIOWERA..... DEC. 13
ANGLO..... JAN. 10
MOANA..... FEB. 7
And every four weeks thereafter.
For full particulars as to time, rates, etc., apply to
E. J. COYLE, A. G. P. Co., Vancouver, B.C. H. H. ABBOTT, Cor. Port and Government Sts., Victoria.

ATLANTIC S. S. SAILINGS
St. John, Halifax, Numbidan, Allan Line, Nov. 30th. Dec. 2nd
Ionian, Allan Line..... Dec. 7th. Dec. 9th
Tuslania, Allan Line..... Dec. 14th. Dec. 16th

From Portland.
Cambroman, Dominion Line..... Nov. 30th
Vancouver, Dominion Line..... Dec. 14th

From Boston.
New England, Dominion Line..... Dec. 4th
Saxonia, Cunard Line..... Dec. 7th. Dec. 21st
Xanadu, Cunard Line..... Dec. 21st

From New York.
Campania, Cunard Line..... Nov. 30th
Umbria, Cunard Line..... Dec. 7th
Majestic, White Star Line..... Dec. 4th
Cymric, White Star Line..... Dec. 10th
Philadelphia, American Line..... Dec. 4th
St. Paul, American Line..... Dec. 11th
Kronprinz Wilhelm, N. G. Lloyd, Dec. 3rd
Bremen, N. G. Lloyd, Dec. 5th
Breslau, N. G. Lloyd, Dec. 12th
Anchuria, Anchor Line..... Dec. 14th
Furnessia, Anchor Line..... Dec. 28th

For Rates and All Information Apply to
H. H. ABBOTT, Agent for All Lines, Port and Government St., Victoria, B.C.
W. P. F. CUMMINGS, General S.S. Agent, Wm. Deane, Man.

HOLIDAY PRESENTS
RINGS IN DIAMONDS, TURQUOIS, RUBIES AND EMERALDS. ALL KINDS.
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31 CORMORANT STREET.
Importers and Dealers in
JAPANESE FANCY GOODS

John Colbert
Plumber, Gas, Steam and Hot Water Fitter, Ships Plumbing, Etc.
4 Broad St., Victoria, B.C.
Telephone 552. P. O. Box 548

Corporation of the City of Victoria.
Notice is hereby given that on Monday the 18th day of December, 1901, at the City Court, situate on Chambers street, at the hour of 12 o'clock noon, I shall sell by Public Auction the following animals, viz: one cream color horse, pony, main colt, viz: less the said animal is redeemed and the pound charges paid at or before the time of sale.
F. CURRAN, Pound Keeper, Victoria, B. C., December 6, 1901.

Babbitt Metal
STRACUSE SMELTING WORKS.
Guarantee the metal and we guarantee the work of putting it in properly. Pumps, Shafts, and all kinds of machinery, Pumps, Waste, Oil, etc., at lowest prices for quality furnished. When you need repairs try
MARINE IRON WORKS.
Tel. 681. **ANDREW GRAY, Prop.**

Cordwood and Stovewood
Truck, Dray and General Teaming Done
J. E. PAINTER.
Office—21 Cormorant Street.
Residence, 17 Pine Street, Victoria, West.
Telephone 420.

The Colonist.

FRIDAY, DECEMBER 13, 1901.

Published by
The Colonist Printing & Publishing
Company, Limited Liability
No. 27 Broad St. - - - - - Victoria, B. C.
F. B. C. R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20 cents per week
or mailed postpaid to any part of Canada
(except the city and United States at the
following rates):
One year \$3 00
Six months 3 00

THE SEMI-WEEKLY COLONIST

One year \$1 50
Six months 75
Three months 40
Sent postpaid to any part of Canada or
the United States.
TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of
advertising, to ensure their being inserted,
should be handed in to the business office
not later than 6 p. m. Advertising will be
accepted up to 8 p. m. at the business
office, but insertion cannot be guaranteed.
For urgent advertising after 8 p. m., con-
sult the Night Editor.

The Colonist is on file at the following
Coast agencies, where advertising can be
contracted for:

A. E. GOODMAN, Vancouver, B. C.
WHITE'S ADVERTISING AGENCY,
Seattle, Wash.

A. H. BALLARD ADV. AGENCY, 615
Marquand Building, Portland, Ore.
E. C. DAKES ADV. AGENCY, 64 Mar-
chant's Exchange, San Francisco.

\$10 REWARD

Will be paid for such information
as will lead to the conviction of
anyone stealing the Colonist from
the doors of subscribers.

PUBLISHERS' NOTICE

Reading notices or "locals" in con-
nection with all minor public en-
tertainments to which an admission
fee is charged will be inserted in
the Colonist at the rate of 10c per
line.

A NAVAL RESERVE.

What we hope will prove the initial
step towards the formation of a Naval
Reserve in Canada was taken last night.
The Rt. Hon. Sir Wilfrid Laurier was
consulted on this subject last October
by a committee of the Navy League and
he expressed much interest in it and
promised to consider it when something
definite was laid before him, and the
object of the meeting last night was to
see what attitude the seafarers and other
sea-faring men would take towards it.
The result was highly satisfactory and
the committee will be able to report to
the Dominion government that a properly
devised system for the establishment
of a Naval Reserve here will meet with
hearty support among the men from
whom its members must be taken. We
shall take occasion to speak on this
subject again.

THE BRIDGE MATTER.

It is said on the streets that the six
aldermen do not propose to be governed
by the action of Wednesday night's
meeting. We can hardly think this pos-
sible. The aldermen called the meet-
ing, that is, they insisted that it should
be called. If the meeting had pronounced
in their favor, we may feel very sure
that they would have claimed that the
Mayor should recede, and surely it is
a poor rule that will not work both
ways. A "heads I win, tails you lose"
piece of business would not rebound to
the credit of the six aldermen. As yet
those gentlemen have been treated very
delicately by the public. No one has in-
sulted them that they are actuated by
any other motive than a desire to protect
the interests of the city, but if they continue
to oppose the popular will, they need
not be surprised if uncompromising in-
terpretations are placed upon their con-
duct. Our own explanation of their con-
duct is that it is simply an exhibition
of stubbornness. Since they cannot have
their own way, they are determined that
no one else shall do anything. Their
conduct looks like this, although if Alder-
man Beckwith continues to attribute
unworthy motives to those who dis-
agree with the wisdom of his course, he
at least will have no just cause to com-
plain if some other explanation is
sought. We say with the utmost frank-
ness that in the Colonist's view, all the
six aldermen have done is to exhibit a
lack of that courage which enables a
man to gracefully retire from a false
position.

Some of those who were present at the
meeting thought that the Mayor was
severe upon Mr. Topp. We do not think
so, that is, we do not think that the
Mayor intended to be severe upon him.
Looking at the matter from the outside,
we are inclined to think that the Mayor,
Aldermen and City Engineer were alike
mistaken in the course they decided to
adopt at the outset. Indeed the Mayor
admitted as much, for he said in his
speech, referring to this matter, that he
supposed he was as much to blame as
any one. We suppose also in a certain
degree the press is to blame in not hav-
ing ascertained at the start what the
line of action was to be and

protested against it. Mr. Topp did
what the Council wished him to do, as
we understand the matter, and what he
did was properly enough done. Prob-
ably if he had been directed by the Coun-
cil to have detailed plans and specifica-
tions prepared, he would have recom-
mended that a bridge engineer should
be called in for that purpose. But he
did this as it may, we would not like the
impression to go out that Mr. Topp is in
any way responsible for what has oc-
curred, for he is a very capable man,
and has given the city excellent service.

THE TIMES' FICTION FACTORY.

What has come over our neighbor, the
Times? It seems to have lost all sense
of responsibility for its utterances.
Last night it alleged that the Colonist
said:

"That Mr. Bodwell was to be cen-
sured for arguing the subsidizing of thirty
miles at each end of the V. V. & E."

This is not true, and surely our con-
temporaries know it was not true. The
Colonist has never attempted to cen-
sure Mr. Bodwell for presenting a case
for his clients with all the industry and
energy at his command, and it would
think it showed a very miserable spirit,
if it should attempt to do so. What
does our contemporary mean? It cannot
hope to secure popular support for Mr.
Bodwell by representing him as a
victim for Colonist assaults on account
of the way he transacts his private busi-
ness, because every one knows that the
Colonist does not talk about such mat-
ters. We suggest that our contemporary
should close down its fiction factory,
and instead of running it over-time, as
it has been doing, reproduce some of the
articles which the Colonist has printed
in advocacy of the development of pro-
jects to which Mr. Bodwell addressed
himself. The facts contained in those
articles cannot be told too often. And
what is more, the people seem never to
grow tired of reading or hearing about
them. It might begin by republishing
an article, which appeared in the Colo-
nist on June 11, describing the country to
be traversed by the Canadian Northern,
or if it does not like to copy from the
Colonist, it might look back to its early
files of 1897, where it will find some in-
teresting subject. Suppose our neighbor
drops fiction and goes down to these
facts, and then whether Mr. Bodwell
wins or loses in his political venture, it
will have done something towards pre-
paring the public mind for such legisla-
tion as may be necessary for the carry-
ing out of that great undertaking.

AS TO HOBOES.

The Colonist was told of a person who
said that the City Hall meeting on Wed-
nesday night was dominated by "the
hobo element." This is not the first
time that such an expression has been
used in regard to meetings in this city,
and it may be just as well to say some-
thing about it. We are not quite sure
that we know just what a "hobo" is. In
the United States it is applied to vag-
rants. Here it is not, but seems to
mean much the same as the Roman
word from which we get our word "bar-
barian," that is, to mean other people
than those who employ it. But it is an
objectionable phrase, and especially
when it is used to describe any meet-
ing which is composed of people "not in
society." Wednesday's meeting was
very noisy, perhaps rather more so than
it ought to have been, but it was made
up of respectable people. It was not
made up, as the Colonist's friend seem-
ed to think, of rowdies. And yet he
could hardly have thought that, for he
must know that the rowdy element in
this city is altogether too small to take
control of a public meeting. We greatly
fear that underlying the application
of the term "hobo" to public gatherings
there is an affection of superiority, an
attempt to maintain that the people of
this city are in two classes, and that
there is a line to be drawn between
those people who put on dress coats in
the evening and those who do not. That
such an idea does prevail here to some
extent cannot be denied, and we wish
it could be concentrated in some place
so that we might smother it forever by
a vigorous blow. Who are the men who
are so often referred to as hoboes? They
are for the most part those who work
at their trade or business all day and
go at night to respectable homes, presid-
ed over by honorable women, whose
children through our public schools. These
men, women and children are what make
up the nation, and they are the men
who, in fact, govern the nation. There
are people in this town who are shock-
ed when a meeting of such citizens
"comes between the wind and their
gentility," but the man who is honest
and sincere in his intentions towards
the public asks no better allies. There
is no finer kind of a gathering than an
audience composed of such people. Their
nerves are sharpened by use, they are
usually discriminating readers, they think
a great deal on current topics and they
enter fully into the spirit of debate.
A speaker may make up his mind that
if he fails to hold the attention of such
an audience, the fault is not with his
hearers but with himself. If some-
times they get too noisy for comfort,
even that is better than listlessness. As
a matter of fact, those people who are
often in Victoria contemptuously spoken
of as Hoboes are the Public, the mer-
chants, the workmen, in other words,
the people who make the city and the
country what it is.

Are Chili and Argentina going to
fight? A good many people would an-
swer this question in the affirmative.
The dispute between the two govern-
ments is a territorial one. A few years
ago, if such a struggle had been precipi-
tated, Chili would have had an easy
time with her larger neighbor, but the
latter has greatly increased in power re-
cently. Argentina has a population of
over four millions, while Chili has near-

ly a million less. It may not be gen-
erally known that Buenos Ayres, the
capital of Argentina, is the largest city
south of the Equator, and the seven-
teenth largest city in the world. It has
upwards of 700,000 inhabitants. The
only larger cities in America are New
York, Chicago and Philadelphia. Santi-
ago, the capital of Chili, is rather less
than half as large as Buenos Ayres.

NOT MENDICANTS.

We are told that a petition is being
circulated asking Mr. Andrew Car-
negie to make a donation towards a
public library in Victoria. What suc-
cess in the way of signatures is being
attained we do not know. We should
not think that much would be accom-
plished in this way. Without entering
into a discussion of whether Mr. Car-
negie's money ought to be accepted by
Canadian cities, a point upon which we
have an open mind, we are very sure
that the people of Victoria ought not to
approach him as supplicants for favors.

If this was a poor, struggling commu-
nity, perhaps there would be some excuse
for petitioning the multi-millionaire for
a few of the financial crumbs which fall
from his table, but that is not the con-
dition of Victoria. This city needs a
good library and reading room, but to
put their hands in their pockets and
subscribe the money. We can afford to
put up and maintain quite as good an
institution of this kind as the city re-
quires, and we ought to be ashamed to
go asking money from a rich man, who,
so far as we know, never heard of us
and cares absolutely nothing about us.

When we have done our share, if Mr.
Carnegie or any one else wants to sub-
scribe something towards the work, we
are sure the subscription would be wel-
comed, but to go to any outsider in the
first place and ask him to found a lib-
rary here, seems to us to be putting the
city in the wrong light. The people of
Victoria are not mendicants.

A despatch of yesterday announced
that the Canadian Pacific contemplates
building another piece of railway in the
state of Maine. The Canadian road
some years ago constructed on a large
federal bonus a line from Megallowic,
Quebec, to Mattawamkeag, Maine, and
connection was made at the latter point
with the line now owned by the Maine
Central Railway company, which is the
most important railway corporation in
New England. The Maine Central con-
nects at the New Brunswick boundary
with what used to be called the New
Brunswick Railway company's line,
afterwards acquired by the Canadian
Pacific. Under this arrangement there
are 50 miles of the line from St. John
to Vancouver, which the C. P. R. do
not own, and over which they operate
under running powers. They propose now
to have a continuous line of their own.
The despatch says that the new line
will extend to Princeton, Maine, but
this will surely not be its terminus, for
Princeton is a little town on the Rangely
Lakes. There is a railway from
Princeton to Calais, Maine, but it is not
of trans-continental type, and it con-
nects at St. Stephen with the St.
Stephen branch of the Canadian Pacific.
By the proposed line the distance from
Montreal to the first ocean port, open
all the year round, namely, St. Andrews,
N. B., would be reduced slightly, but
the reason for the construction of the
new line is doubtless the wish of the C.
P. R. to have a continuous rail of its
own. It will also be possible to build up
some traffic on the way.

The Free Lance has some appreciative
references to Victoria, but there is some-
thing very objectionable in the way they
are stated. After telling the people of
London that they ought to come out
here and see the country, it says: "What
a welcome they would get, and how
'set up' we would be!" This sort of
twaddle probably emanates from some
person who feels that he is "so far away
from dear, darling old London!" We
quote the article—and while it may ex-
press his feelings and perhaps those of a
few score of others, it is as gross a
misrepresentation of the feeling of the
majority as is this statement, also from
the same article: "And, oh my! are not
some heads big?" Now that their owners
have shaken hands with Royalty! This
remark may apply to a few people who
have been accustomed in the Old Coun-
try to crane their necks to see the
chosen few go up into the Presence, but
it grossly misstates the feelings of the
average Canadians, who are very much
of the opinion that "honors are even"
in the matter of receptions of the people
by Royalty.

CANADIAN LEAD.

Outlook of Business for Refiners and
Smelters.

From Nelson Miner.

The production of lead for the month of
September shows a slight increase over
August, being, in round numbers, 3,100,000
pounds. The importations were consider-
ably higher than in August, reaching the
total of more than 2,000,000 pounds. All
lead imports cost the Canadian people a
few dollars more than \$100,000. Had the
2,000,000 pounds imported would have
brought \$78,000 so that there is a possible
loss of \$22,000 a month to be done without
costing the consumers any more than at
present, and not taking into account the
works at which the material is produced. An in-
dustry which has a turnover of that sum a
month, or \$250,000 a year is quite an im-
portant one.

The lead in ore sold last September aver-
aged the mine owner only about 1.45 cents
per pound, or the whole output of 3,100,000
pounds, \$44,750. The cost of the material
for the 2,000,000 pounds imported would have
brought \$78,000 so that there is a possible
loss of \$22,000 a month to be done without
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portant one.

DON'T THROW THEM AWAY.

It is just like throwing away money,
when you throw away the SNOW SHOE
TAGS which are on every plug of PAY-
ROLL CHEWING TOBACCO. Save them
and you can have your choice of 150 hand-
some presents. Tags are good up to Jan-
uary 1st, 1902. Send your tags for our
new illustrated premium catalogue.

Pellew-Harvey, Bryant & Gilman
PROVINCIAL ASSAYERS,
Mining Engineers and Metallurgists
Ores Analyzed, Control Assays,
Properties examined and sampled.
Trial Shipments, Smelter Tests,
Victoria, Opposite Drifter Hotel.

TELEPHONE 88

OUR stock is replete with fin-
est assortment of Xmas Goods
on the market. No purchaser
can go astray by sending their
orders to us. We shall see that
they are carefully filled. We have
the newest and freshest of finest goods.
We handle nothing but the finest.

New Table Raisins and Finest Figs. New Val-
encia Raisins and Mixed Peel. New Bon Bons and
Xmas Tree Candles. Everything New.

ERSINE, WALL & CO.

lead to reach the world's market, would
close down many of the mines there and
thus prevent a surplus in the world's sup-
ply.

With the improved machinery, large sup-
ply of coal, electric and water power avail-
able as well as the fact that no practical
obstacles anywhere, the way appears open
for Canada to eventually cut a figure as a
lead producing country, particularly as the
lead is here always associated with sil-
ver, sometimes in quite large quantities.

A MAKER OF NAVIES.

Man Who For 20 Years Has Shaped the
Empire's Warships.

From the London Leader.

Sir William White, who, it is said, is
about to retire from his commanding position
in the British naval service, describes
himself as a product of the competitive
examination system. If we accept the
designation as correct, then the competitive
system is responsible for a great deal of
the evolution that has taken place in the
naval world. Sir William's personal his-
tory, too, is so interesting a story of de-
velopment as to be quite romantic.

Did not a sage declare that the great
romance of the future would be seen in the
realizing of goals in the most practical
ways and spheres? Sir William's career
points the way very forcibly. At the open-
ing of the sixties a quiet Devonport lad
was serving his apprenticeship to the
master shipwright of the Royal Dockyard
in his native town. In 1861, when the
Royal School of Naval Architecture was
established in London, and a number of
scholarships were thrown open to competi-
tion, he was one of the competitors. He
was 19—too first place. He next obtained
a post on the constructive staff at the Ad-
miralty, and rose through grade after grade
in the service, including those of Assistant
Controller and Director of Naval Construc-
tion. The youth's name was William
White.

Early in the seventies he was one of
those who did exhaustive work in connec-
tion with the designs for the new class of
warships. His calculations in regard to mat-
ters of strength and stability were vast
and complex, and more than that, a series
of new processes, many of them of an
highly scientific and practical, came to be
considered and devised. His sphere of in-
fluence was vast. He was moved to pre-
pare the well-known and standard "Manual
of Naval Architecture," a scientific and ex-
haustive treatise (though in nautical lan-
guage) of over 700 pages, which reached its
fifth English edition last year, and has long
since been translated into many of the
principal European languages. Indeed, it
is employed as a text-book by several for-
eign Admiralties.

For a few years in the eighties Sir Wil-
liam had charge of the warship building
department of Sir W. G. Armstrong's
works at Elswick. Then he returned to the
Admiralty, this time as Director of Naval
Construction. The leaving of Elswick
for Whitehead meant, by the way, a
large financial loss to him. The extent of
his new responsibilities is obvious; the
day of huge naval expenditure and ever-
widening programs of naval construction
had come. Upwards of 250 vessels of the
British navy have been designed by Sir
William White, and over 100,000 tons of
destroyers have been built under his super-
vision.

His ships, armored cruisers, protected
cruisers, sloops, torpedo gunboats—of these
is the long list. In fact, he has dealt with
every type of war vessel. He designed
destroyers for foreign governments also;
and during the war between Japan and
China vessels of his designing were on both
sides. He has also designed the new out-
fits of the States, but of South America—are
the outcome also of his talents.

I did so enjoy that novel last evening.
What novel? You told me you were going
to the theatre.
Well, I went.

Fosterham—I suppose that you realize
Christmas is coming?
Dredley—Yes, I have been reminded of
it. My cousins are thanking me again for
the presents I gave them last year.

Garitt—Do you think he really expected
to have his stockings filled?
Gaffney—He expected more than that.
He hung up his stockings in an empty
barrel.

Edith—It seems so senseless to have such
a large tree at the Cutters' when there were
so very few presents.
Ruth—But didn't you notice what fun
the children had in finding their gifts?

I have been kept in the house for three
days, said Felt, with a felon on one of my
fingers.

I know a man with fourteen hundred
felons on his hands, and they do not bother
him much, said Hatt.

Fourteen hundred felons on his hands?
Who is he?

The warden at the State Prison.

ABSOLUTE
SECURITY.
Genuine
Carter's
Little Liver Pills.

Must Bear Signature of
New Wood

See Fac-Simile Wrapper Below.

Very small and so easy
to take as sugar.

CARTER'S
LITTLE
LIVER
PILLS.

FOR HEADACHE.
FOR DIZZINESS.
FOR BILIOUSNESS.
FOR TORPID LIVER.
FOR CONSTIPATION.
FOR SALLOW SKIN.
FOR THE COMPLEXION.

CURE SICK HEADACHE.

Cholly—I'm awfully sorry I let that girl
kiss me.
Chappie—Why?
Cholly—She may think that I thought
she meant something by it.—Harlem
Life.

Ah, me! said the wage earner, as he viewed
his weekly stipend on Saturday night,
that money was devilishly hard earned.
Then he sighed:
But, no matter—tomorrow I shall have
little or no trouble in spending it!

Why did everybody laugh so long over
that story of old Borey's? It wasn't a bit
funny.
Many were afraid he would tell another
if they kept quiet.
Midkiff—Cleopatra was so beautiful that
Julius Caesar begged to be her slave.
Mumaw—Why in thunder didn't he marry
her then?

"Do not judge between
friends."
If your shoeman tells
you he has a favorite line
which is better than
ours—don't question his
motive.

Go direct to the Dealer
who has the right to sell
"the small profit shoe"—
the real thing—
"The Slater Shoe"

"Goodyear Welled"

J. FULLERTON
AND
J. H. BAKER
SOLE LOCAL AGENTS.

Don't Monkey with a Cold

When you catch cold, send to the
nearest drug store for a twenty-
five cent bottle of

GRAY'S SYRUP OF
RED SPRUCE GUM

It is a safe, certain and natural
cure for Colds, Coughs, Bronchitis
and all kindred ills. It has been
on the Canadian market for more
than a quarter of a century and is
a tried and proven household re-
medy known from the fogbanks
of Newfoundland to the sunny
slope of the Pacific. Your drug-
gist sells it at 25c. per bottle.

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When you catch cold, send to the
nearest drug store for a twenty-
five cent bottle of

SPENCER'S

The December Silk Sale continues to be one of the chief attractions. NEW
LINES ON SALE.

Black Surah Silk, suitable for neck Scarfs,50c, 65c, and 75c. yard
Extra heavy quality of White and Cream Surah,1.00 yard
Grisha Silks, all colors,25c,

SPEAKING OF PERFUMES.

Have You Ever Tried "Lorna"

The newest, sweetest and most charming odor? We will be glad to have you come in and sample it. The old favorites are here also. Inspection invited.

CYRUS H. BOWES,
CHEMIST.

98 Government Street.
Telephone 425. Near Yates St.

Appreciated by Ladies

Do not waste time and thought over your selection of Christmas gifts. If looking for something for a lady, a glance at many novelties, that would be either useful or ornamental, but in any case appreciated, will suffice. Here is a list that without further talking will help you to a decision.

- | | |
|--|--|
| Photo Frames,
Card Cases,
Music Cases,
Purses,
Work Baskets,
Writing Cases,
Perfume Sets,
Brush Sets, | Dressing Cases,
Toilet Articles,
Fancy Clocks,
Inkstands,
Jewel Cases,
Photo Albums,
Paper Knives. |
|--|--|

These are only a few of the lines we have which would be appreciated by ladies. If space allowed of a list many times the size of this, it might be given you. The assortment is very large and beautiful.

Victoria Book & Stationery Co., Ltd.
THOMAS EARLE, M.P. President.
H. S. HENDERSON, Manager. Victoria, B.C.

LOCAL NEWS.

- Blue Ribbon White Label Tea is delicious.
- Garden Tools at Cheapdale.
- Lawn Mowers at Cheapdale.
- Heating stoves in great variety at Clarke & Pearsons, 17 Yates street.
- Hose and Lawn Sprinklers at Cheapdale.
- A nice Easy Chair is just the thing for father or mother at Xmas. Smith & Champion, 100 Douglas street.
- Dolls, that cannot help but please the babies, at Victoria Book & Stationery Co., Limited.
- Only two more days to buy Similkameen Valley Coal Company, Limited shares at 35c.
- Fine assortment of Morris Reclining Chairs at Smith & Champion's.

XMAS BOOKS

For both old and young. We have a splendid assortment to make your selection from.

**Boys' Own
Girls' Own
Chatterbox
Sunday**

And other annuals just received.

Ormond's Bookstore
95 Government St.

Shooting match at the Prairie hotel, Saanich, for turkeys, geese, etc., Saturday, December 21, 1901. John Camp.

For good and up-to-date furniture, at lowest cash prices, call in at the B. C. Furniture Co.'s store, 66 Government street, and be convinced. J. Sehl, mgr.

Weiler Bros. have the stock to select from, the best values, and what you buy will give entire satisfaction. We keep the best in Cutlery, Silverware and Sterling Silver.

The Victoria News Co., stationers and booksellers, offer at very reasonable prices office and school supplies. R. T. Williams, manager, 86 Yates street.

Smokeless Cartridges

The latest and best for shot-guns and rifles at

John Barnsley & Co.
115 Government Street.

Kodaks and Films

The popular route to Nanaimo is by the Victoria and Sidney Railway and steamer requisites every Monday and Thursday. Single fare \$1.50; Return good for ten days \$2.50.

Special discount for prizes at Victoria Book & Stationery Co., Limited.

A suggestion for Christmas Presents: Dainty Water Colors, Pretty Framed Pictures, Gibson's Sketches, Gold and Gun Metal Miniature Ovals, Kodaks, Albums, etc., etc. We make a specialty of Picture Framing. See our Window.
C. H. SMITH & CO.,
32 Fort St., Five Sisters' Block.

A nice Easy Chair is just the thing for father or mother at Xmas. Smith & Champion.

Holiday Goods.

A Magnificent Showing

No trouble in finding what you desire as holiday remembrances.
New Neckwear, Gloves, Suspenders, Handkerchiefs, Mufflers, Gowns, Etc., arriving every other day from now on until Xmas.

SEA & GOWEN

Men's Furnishers and Hatters.
4 DOUGLAS STREET.

CHRISTMAS BARGAINS!

IN ORDER TO WIND UP OUR

RETAIL DRY GOODS BUSINESS

We offer our entire stock of Dress Goods, Ladies' and Children's Jackets, Gloves, Hosiery, Underwear, Handkerchiefs, Ties, Purses, Umbrellas, as well as a complete line of House Furnishings at greatly reduced prices. Study your own advantage, and call before purchasing elsewhere at

THE STERLING
39 Government St.

Homespun and Harris-Tweed Suits, \$30.00 Up

Also a Large Assortment for

Knickerbockers

FROM \$7.50 UP

ALEX. PEDER Merchant Tailor
(Successor to Geo. R. Jackson),
36 FORT ST.

See Our Windows

Before buying Xmas Presents, Ebony Sets, Curling Iron Sets, Perfumes, Purses, Perfume Atomizers, etc.
Hull & Co., Dispensing Chemists, Clarence Block, cor. Yates and Douglas Sts.

DRILL HALL CONCERT
TOMORROW NIGHT

Regimental Band—Choice Program

The Clearance Sale at "The Sterling" will continue until the entire stock is disposed of.

AT THE GROTTO—Hot free lunch, five courses, day and night. Clean, cheerful always. Call and sample.

Names Omitted.—In the report of the secretary of the Women's Auxiliary of the Jubilee hospital, the names of two donors were omitted. Mrs. Seal was a cash contributor, and Miss Hooper assisted at the table.

Jewish Services.—Divine service will be held at the Synagogue, corner of Blanchard and Pandora streets, at 7:30 p. m., this evening, when the Rev. Menachem S. A. Cohen will deliver a sermon on "Moral and Spiritual Death."

Council Meeting.—Mayor Hayward has called a special meeting of the city council for this evening, when the motion of which Ald. Brydon has given notice, to again submit the Sewerage Loan bill to the ratepayers, will be considered.

A Correction.—The gift of an invalid chair to the Jubilee hospital referred to in the report of the secretary of the Women's Auxiliary was made by Mr. Robert Homfray, not by Mr. Humphrey, or Mrs. Humphreys as stated in yesterday morning's Colonist.

Whist Tourney.—At the last meeting of Court Vancouver, A. O. F., it was decided to hold a whist tourney during the winter months. A prize will be given each evening, and two valuable ones for the series. The first match will be held on Monday evening.

Broke His Leg.—The caretaker of the Provincial Assay office and Mineral Museum, met with an accident yesterday which, to almost any other man would have been most serious and painful. In getting off a street car he stumbled and fell breaking his leg—but a trifle like that does not trouble him greatly for the broken limb is of wood.

Returning Home.—Mr. and Mrs. Jas. J. Steele, of Dundas, Ont., who have been the guests of the Rev. D. and Mrs. MacRae, Victoria West for some weeks past, left for home by yesterday morning's steamer. The former, who has been a patient in the Jubilee hospital, as a result of the treatment there under the care of Dr. O. M. Jones, returns home with excellent prospects of entire recovery from a serious illness of many years' standing.

EASTERN OYSTERS (STANDARD) 50c. PER PINT AT LEVY'S
Dance.—The Garrison dances will recommence on Friday, 13th December.

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C. E. REDFERN,

VERDICT FOR THE PLAINTIFFS

Special Jury in Lowenberg vs. Dunsmuir Find Plaintiffs Entitled to \$9,667.62

The plaintiffs in Lowenberg et al. vs. Dunsmuir, secured a verdict in the Supreme court yesterday, the special jury finding that they were entitled to compensation in the sum of \$9,667.62, their original claim being for \$20,000. The claim was for damages and disbursements in connection with negotiations for the sale of the Wellington Colliery, which the plaintiffs alleged the defendant commissioned them to sell, but afterwards repudiated the agreement. The trial had lasted for several days, and was the third time the case had been before the court.

When court assembled yesterday morning Mr. Justice Walker charged the jury and they retired to consider their verdict about noon. The learned judge submitted a series of questions, which they were to answer in giving their verdict, and when they returned into court about 3 o'clock, the foreman read the following:

THE VERDICT.
1. Did the defendant, Mrs. Dunsmuir, verbally authorize the plaintiff, say in the middle of 1890, "to do his best" to sell the mine and if so was any correspondence mentioned at the time?
Answer—(A) In view of the concessions made subsequently, we believe there was. (B) A promise of fair treatment on the part of no sales of the mine.
2. When the documents which were dated later, viz., on the 18th September, 1890, and 18th January, 1892, which provided that the plaintiff was to be paid a commission of 5 per cent, which was to "include expenses," in the event of his effecting a sale, intended to represent all the terms agreed upon between the parties with respect to a sale and to compensation to the plaintiff?
Answer—Yes, had sale been effected.
3. If you should be of opinion that the above documents were not intended to represent the whole agreement between the parties, what agreement was come to?
Answer—Answer to question number one expressed our views on this point.
4.—Is the plaintiff entitled to any damages, and, if so, how much? Stating amount of disbursements, including sums for which he was liable, and also amount of compensation separately.
Answer—The plaintiff is entitled to compensation. We have no means of proving the accuracy of his statement of disbursements, but accept it as correct, with exception of one item of \$525, which we have deducted.
J. B. H. RICKABY, Foreman.

We find the plaintiff is entitled to compensation for expenses to the amount of \$9,667.62.
J. B. H. RICKABY, Foreman.

E. V. Bodwell, K. C., counsel for the plaintiffs, moved for judgment, a certificate of costs for the special jury, and the costs of this and former trials, including costs of the appeal ordered by the full court.
His motion was granted, the learned judge remarking that the verdict was the outcome of careful consideration of the facts by business men, and therefore of more weight than his individual opinion, which had leaned strongly towards the defendant.
Fred. Peters, K. C., moved for judgment for defendant on the verdict on the following grounds:
1.—The answer to the first question showed that the jury had not found on the actual facts presented, but on the question as to whether there was or not an agreement between the parties.
2.—He made the same objection to the answer to question number 2.
3.—That the answer to the fourth question was practically an admission that the plaintiff had found their verdict without evidence.
4.—Generally, as a matter of law no evidence could be legally considered to justify a departure from the written documents.
Mr. Peters motion will be argued at 10:30 this morning.
IN CHAMBERS.
Mr. Justice Martin presided in Chambers yesterday and disposed of the following:
Dunsmuir vs. Noble Five Mining Co.—An order was granted to amend registrar's certificate. (Pooley for plaintiff.)
Fairfull et al. vs. Prior.—An order was granted for payment out of court of the \$2,000 deposit made by the petitioners in the Victoria election petition. The order to issue on Fairfull filing an affidavit explaining the absence of the other petitioners and their consent to the proceeding. Hunter for plaintiff; Cassidy for defendant.
Re Tom Kains, deceased.—Probate of will granted. Jay for applicant.
Re John David, deceased.—Probate of will granted. Aikman for applicant.
An order was granted in Williams vs. Davis, to make the executor defendant in lieu of deceased, Belyea for applicant.

FOOTBALL MATCHES.
Games and Practices to be Held Here Tomorrow Afternoon.
The Association Football match on Saturday at the Alexandra park between the Garrison and Victoria, should be one of the best games played here this season. The Garrison team will be considerably changed since the last game, several new men taking places of those who left for China. According to reports the team will be stronger than the one which represented them on the occasion of their last match with Victoria, which resulted in a draw. The team will have its work cut out to win, and the boys must win if they intend to hold the cup again as the Garrison is now leading by two points. The game on Saturday will be called at 3 p. m. sharp and Mr. Townsend will act as referee. The team to represent Victoria will be chosen from the following players: Jones, Goward, Schwenkers, W. Lorimer, Lufford, W. York, J. Lorimer, Livingstone, L. York, S. Lorimer and Simpson.
Victoria West and the Boys' Brigade Association teams will meet in an intermediate league match at Beacon Hill. These eleven have met once before this season, when victory rested with Victoria West by the narrow margin of one goal. The Boys' Brigade are determined to turn the tables upon their opponents this time and an exciting game is anticipated. The Boys' Brigade team is as follows. Goal, Laveridge; full

Tomorrow May Never Come

You may fully intend to insure tomorrow? How do you know there will be a tomorrow—for you? Insure today. Do not wait because of your present inability to carry a large amount; a small policy is better than none. Besides, while you are waiting, the cost is increasing! Take out a policy for some amount now, while you can get it.

The most attractive policies are issued by **THE MUTUAL LIFE INSURANCE COMPANY** of New York. It will pay you to examine before insuring elsewhere.

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A good watch is always an acceptable gift, being useful as well as ornamental. We have them in solid gold, gold filled, sterling silver, nickel and steel cases, at very moderate prices.

Some New Designs in Enamelled Chatelaine Watches Very Cheap.

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THE WESTSIDE

VICTORIA'S POPULAR STORE. December 13, 1901.

Second Letter

From Santa Claus



Santa Claus Starts For The Westside

DEAR MR. MANAGER: Just a word or two before starting, and I send you the picture of my Deer and Sleighs, loaded to their utmost with Oh, such beautiful toys for the young folks. I am sure they will be pleased with what I am bringing. My deer are in good form and I expect to make a great many miles on my way to Victoria by this time tomorrow.
My faithful BROWNIES tell me that the roads are in good condition, but that there are a lot of frost-bitten suspects hanging round, and that I must be careful and not let them get around. I think it must be a command of STRAY HORSES. If it is, just wait and see how I will settle them. I have my faithful quick-drying gun with me. I know how to use it, too.
Now, Mr. Manager, you just keep at those candy makers, and see that I have plenty to give my little friends. Put this letter in the papers, so that all the dear little children read it, and know how I am getting along. With love to everybody, I am,
Your Faithful Old Friend,
SANTA CLAUS.

Immense Sale Men's Furnishings Today

Sales are greater in this department for Xmas, 1901, by thousands of dollars. Why? Because stocks are greater, assortments are larger and prices much smaller. Today, tomorrow, Saturday will see the climax reached in selling Xmas Gifts for men. These prices are calculated to bring hundreds upon hundreds to this great sale of Men's Furnishings.

MEN'S HEAVY WINTER UNDERWEAR. 500 samples of Men's King Sized Shirts and Wool Shirts and Pants. Worth from \$1.40 to \$3.50 per garment.
SPECIAL FRIDAY AND SATURDAY 90c to \$2.25
MEN'S FLEECE UNDERWEAR. Full fashioned. Regular value 75c per garment.
SPECIAL TODAY 50c
MEN'S ALL WOOL FLEECE UNDERWEAR. Pants or Vests. Regular value \$1.00 per garment.
SPECIAL TODAY 75c
MEN'S HEAVY SHIRT AND WOOL UNDERWEAR. Pants or Vests. double breasted. Regular value \$1.35 per garment.
SPECIAL TODAY 90c
MEN'S EXTRA FINE NATURAL WOOL UNDERWEAR. Pants and Drawers. Regular value \$1.25 per garment. **SPECIAL TODAY \$1.00**

Boys' Xmas Reefers

A splendid lot of mannish Reefers for boys, specially made up for Xmas wants.
BOYS' HEAVY ALL WOOL NAVY SERGE REEFERS, with brass buttons, well made, best trimmings, sizes 22 to 28. **SPECIAL TODAY \$2.00**
Sizes 29 to 32. **SPECIAL TODAY \$2.50**
BOYS' HEAVY PILOT CLOTH REEFERS with large storm collar, fancy plaid flannel lining, sizes 22 to 27. Regular value \$4.75. **SPECIAL TODAY \$3.75**

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